



MERCEDES
BENZ

MERCEDES-BENZ

**the product of the World's oldest automobile manufacturers,
denotes the highest value at the most favorable price!**

MERCEDES-BENZ is a name of more than ordinary renown among the elite of international automobile marks. G. Daimler and K. Benz, founders of the Daimler-Benz works, were the inventors of the motor car and the pioneers of the automotive industry. They realized from the outset that only the best and most reliable automobile will give real satisfaction to its owner. Thus a policy of quality became first law in their works.

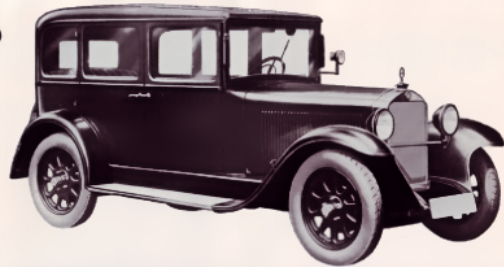
In the decades of automotive development which followed, this policy of maintaining the highest quality has earned for the Mercedes-Benz car an ever growing measure of confidence all over the world, but even the years of experience which the Mercedes-Benz works acquired and which proved their worth in victorious contests and which are acknowledged by thousands of satisfied Mercedes-Benz owners in every country of the world, have served but one purpose: to bring design, dependability and lasting qualities of every Mercedes-Benz model ever nearer to perfection. Mercedes-Benz is building cars for THOSE who know that their life and health, the safety of their merchandise and their success

in business depends on the quality of their cars. The Mercedes-Benz works are the cradle of the motor car: in them the automobile has been developed to the perfect means of conveyance which it is today.

MERCEDES-BENZ however was not content to have achieved the highest quality in motor cars. It determined to reach another goal: to offer this highest quality to the customer at the most advantageous terms consistent with sound business. Thru the merger of Mercedes and Benz, five large plants with the latest equipment became available, and every one of these plants was given a well defined scope, enabling it to specialize in certain types and to adjust its manufacturing facilities according to the latest engineering developments, so as to obtain the best possible economic results. Mercedes-Benz has been successful in combining the precision and economy of modern manufacturing methods, with the spirit and with the proud traditions of old craftsmanship. Mercedes-Benz being responsible for many ideas which have stimulated and influenced the technical development of motor vehicles in general, has also done pioneer work in the commercial development of the automobile.

TYPE STUTTGART 200

Brake HP 38 - R. A. C. Rating 15.7 HP

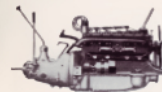
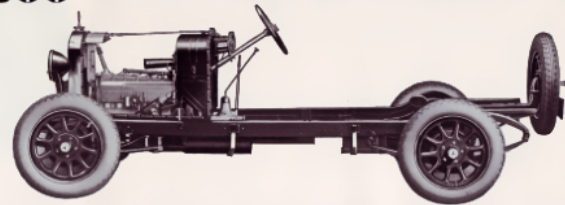


In this type, Mercedes-Benz offers its customers a motor car of unusual value and economical in operation, it comes within the class of low taxation, yet possesses the characteristic high quality of all Mercedes-Benz products and meets every requirement of reliability, power and comfort. This model has all the outstanding features of a high grade car, such as driving with a minimum of gear shifting, quick starting, easy operation, high starting torque, reliable four-wheel brakes. It is equipped with a six cylinder engine having a seven bearing crankshaft, vibration damper, air cleaner, fuel filter, double oil filter and the famous fully automatic central lubrication of the entire chassis, the ideal of the owner-driver. The original bodies are built with great care in the Mercedes-Benz coach works and their appointments are of exemplary refinement.

This type includes two models, an attractive four/five passenger enclosed-drive, with three large windows and two doors on each side and a snappy four/five passenger open car. Both, the closed and the open models are available in three different colours, with upholstery to match. The bodies are also made of material strictly first class in every detail.



TYPE STUTTGART 200

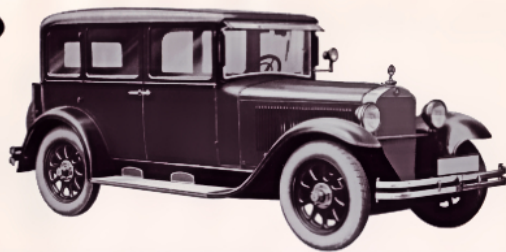


ENGINE: Cylinders: six, bore: 2.6", stroke: 3.9", Maximum R.P.M.: 3100. Piston displacement: 121 cu. in. Brake H.P. 38. Engine suspension in chassis: three-point suspension. Crankcase and cylinders: Crankcase lower half of light metal, upper half and cylinders in unit, of gray casting. Cylinder head: of gray casting, detachable. Crankshaft: of chrome nickel steel, seven bearings. Pistons: Nelson-Bohnalite. Camshaft: in upper half of crankcase, driven by crankshaft thru helical gears. Valves: L-head on exhaust side of cylinder block, and operated from below. Ignition: Bosch generator, automatic spark advance. Carburetor: Solex. Starter. Air filter. Heater valve in intake manifold. Injection pump. Cooling system: tubular radiator, centrifugal pump at front end of cylinder block, thermostat, fan. Lubrication: pressure lubrication, gear pump. Fuel tank: in cowl, of 45 litres (= 10 gallons) capacity.

CHASSIS: Overall length 13' 3 7/8", length available for body 7' 2 1/8", wheelbase 9' 2 3/8", track 4' 7 1/8", maximum width with body 5' 6 1/8", maximum height: 5' 8 3/8" (open) and 5' 10 3/8" (closed). Road clearance 7 1/8". Number of passengers: four/five. Transmission: Flange mounted to engine, with light metal housing, control lever in center, three speeds forward and 1 reverse. Clutch: Single disc type. Rear end drive: Universal joint, spiral bevel gears and differential gears, torque tube and ball. Rear axle ratio normally: 1:6.1. Springs: Semi elliptic, shock absorbers. Steering: on left side, worm and nut type. Brakes: Internal brakes with Servo action, foot brake acting on all four wheels, hand brake on rear wheels only. Lubrication: automatic central point lubrication. Wheels: steel plate spoke wheels with deep base rims. Spare wheel on carrier at rear end of chassis. Tires: S. S. Balloon tires 8.25-20. Instrument board: Oil pressure gauge, speedometer with mileage recorder, ignition and light switch, starter button, battery indicator lamp, clock, pneumatic fuel gauge, indirect lighting, socket for inspection lamp. Electrical equipment: Light generator, starter, ignition coil with separate distributor, storage battery, tail lamp, two headlights with Bilux bulbs (dimming by lever on steering wheel center), Bosch horn, inspection lamp with cord, stoplight, electr. direction indicator, spotlight, windscreen wiper. Weight of chassis: 16.7 cwt.

TYPE STUTTGART 260

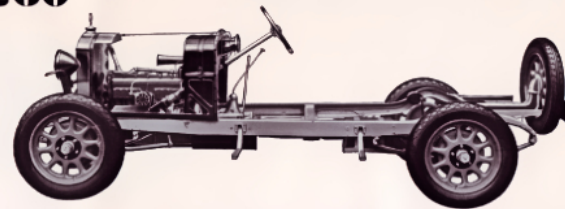
Brake HP 50 - R.A.C. Rating 20.4 HP



This type is equipped with a six cylinder engine developing 50 H.P. It has unusual driving qualities. The high starting torque, the great flexibility, the brakes, the ability to hold the road smoothly and safely, make driving in this car a real pleasure. Even on long distances this car may without tiring the driver give average performances such as would otherwise be expected only from much stronger cars.

Mechanically, the chassis is identical with that of the type 200. The engine has a larger piston displacement of 157 cu. in. and there are changes in the clutch, rear axle, brakes, starter and battery. Outwardly, the type "Stuttgart 260" is recognized chiefly by its imposing, deep honeycomb radiator. The standard production of the type "Stuttgart 260" comprises three colors and three choices of appointments, the models available are a four/five passenger open car and a four/five passenger enclosed-drive. For more exacting tastes the type "Stuttgart 260" is available in a "de luxe" variety having such special equipment as spring boots, front and rear bumpers, nickel plated hub caps, headlights and cross bar, nickel plated radiator cap, special instrument board, six tires, trunk etc. A wide selection of colors and upholstery to choose from. The body models available are a four/five passenger open car, a four/five passenger enclosed-drive, a coupé-cabriolet with four seats and two doors (C) and at last a coupé-cabriolet with four seats, 4 doors, and 4 windows (D).

TYPE STUTTGART 260



ENGINE: Cylinders: six, bore 2.9", stroke 3.9", Maximum R.P.M.: 3100. Piston displacement 157 cu. in. Brake H.P. 50. Engine suspension in chassis: three-point suspension. Crankcase and cylinders: Crankcase lower half of light metal, upper half and cylinders in unit, of gray casting. Cylinder head: of gray casting, detachable. Crankshaft: of chrome nickel steel, seven bearings. Pistons: Nelson-Bohnalite. Camshaft: in upper half of crankcase, driven by crankshaft thru helical gears. Valves: L-head, on exhaust side of cylinder block, and operated from below. Ignition: Bosch generator, automatic spark advance. Carburetor: Solex. Starter, Air filter, Heater valve in intake manifold, Injection pump. Cooling system: deep honeycomb radiator, centrifugal pump at front end of cylinder block, thermostat, fan. Lubrication: pressure lubrication, gear pump. Fuel tank: in cowl, of 45 litres (= 10 gallons) capacity.

CHASSIS: Overall length 13' 3 3/4", available length for body 7' 8 1/2", wheelbase 9' 2 3/4", track 4' 7 7/8", maximum width with body 5' 6 1/2", maximum height: 5' 8 3/8" (open) and 5' 10 3/8" (closed). Road clearance 7 1/2". Number of passengers: four/five. Transmission Flange mounted to engine, with light metal housing, control lever in center, three speeds forward and 1 reverse. Clutch: Single disc type. Rear end drive: Universal joint, spiral bevel gears and differential gears, torque tube and ball. Rear axle ratio: Normally 1:5.3. Springs: Semi elliptic, shock absorbers. Steering: on left side, worm and nut type. Brakes: Internal brakes with Servo action, foot brake acting on all four wheels, hand brake on rear wheels only. Lubrication: automatic central point lubrication. Wheels: steel plate spoke wheels with deep base rims. Spare wheel on carrier at rear end of chassis. Tires: S. S. Balloon tires 5.25—20. Instrument board: Oil pressure gauge, speedometer with mileage recorder, ignition and light switch, starter button, battery indicator lamp, clock, pneumatic fuel gauge, indirect lighting, socket for inspection lamp. Electrical equipment: Light generator, starter, storage battery, ignition coil with separate distributor, tail lamp, two headlights with bilux bulbs (dimming by lever on steering wheel center). Bosch horn, inspection lamp with cord, spotlight, electr. direction indicator, spotlight, windscreen wiper. Weight of chassis: 17.7 cwt.

TYPE MANNHEIM

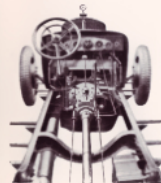
Model 350 - Brake HP 70

R.A.C. Rating 23,8 HP



The latest model of the MERCEDES-BENZ Type Mannheim represents a medium-powered, 6-seater utility car which in design, running qualities, reliability and safety, is at the very forefront of present day achievement. The so successful $3\frac{1}{2}$ litre, six-cylinder engine has been mounted in a chassis weighing only $23\frac{1}{2}$ cwt. — thus giving a particularly favourable power to weight ratio. Neither the stability and safety nor the proverbial reliability of the Mercedes-Benz have hereby been sacrificed. A trial run in this car will at once convince you of its genuinely outstanding qualities. Note the astonishing powers of acceleration, the efficient brakes, the surge of power on hills. — Notice, also, the car's quietness, its tractability and the ease of control in traffic. Try the effortless steering for yourself — experience the comfort afforded by all six seats. Observe the low, graceful lines of the body, the tasteful colour schemes, the sterling quality and practical nature of the interior fittings and upholstery. The remarkably efficient plant of the MERCEDES-BENZ factory — the world's oldest automobile works — has made it possible to produce, in Type Mannheim, a car of the highest grade at a price which renders it literally "hors de concours" to the discerning buyer of to-day.

TYPE MANNHEIM



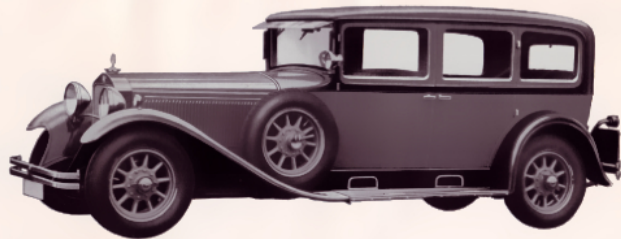
ENGINE: Cylinders: six, bore 3.2", stroke 4.5", Maximum R.P.M.: 3200. Piston displacement 210 cu. in. Brake H.P. 70. Engine suspension in chassis: three-point suspension. Crankcase and cylinders: Crankcase lower half of light metal, upper half and cylinders in unit, of gray casting. Cylinder head: of gray casting, detachable. Crankshaft: of chrome nickel steel, seven bearings. Pistons: of Nelson Bohnalite. Camshaft: in upper half of crankcase, driven by crankshaft thru helical gears. Valves: L-head, on exhaust side of cylinder block, and operated from below. Ignition: Bosch generator, spark advance automatic and by lever on steering wheel. Carburetor: Zenith. Heater valve in intake manifold, air cleaner. Cooling system: radiator, centrifugal pump at front end of cylinder block, fan. Lubrication: pressure lubrication, gear pump. Fuel tank: at rear end of chassis, capacity abt. 70 litres (= $15\frac{1}{2}$ gallons), vacuum tank.

CHASSIS: Overall length 16' 7", length available for body 8' 8 $\frac{1}{16}$ ", wheelbase 10' 6", track 4' 7 $\frac{7}{16}$ ", maximum width with body 5' 7 $\frac{1}{16}$ ", maximum height: 5' 9 $\frac{1}{16}$ " (open) and 5' 10 $\frac{1}{16}$ " (closed). Road clearance 7 $\frac{1}{8}$ ". Number of passengers: six. Transmission: Flange mounted to engine, with light metal housing, control lever in center. Three speeds forward and 1 reverse. Clutch: Multiple disc type. Rear end drive: Universal joint, spiral bevel gears and differential gears, torque tube and ball. Springs: Semi elliptic, shock absorbers in front and rear. Steering: on left side, worm and nut type. Brakes: Internal brakes, foot brake acting on all four wheels, hand brake on rear wheels only. Lubrication: automatic central point lubrication. Wheels: metal plate spoke wheels, removable, two spare wheels on carrier at rear end of chassis. Tires: Balloon steel cord tires 8.50-20. Instrument board: Carburetor adjusting lever, eight-day clock, pneumatic fuel gauge, switch plate, oil pressure gauge, speedometer with mileage recorder, indirect lighting, socket for inspection lamp. Electrical equipment: Light generator, starter, storage battery, tail lamp, two headlights with Bilux bulbs (dimming by pressure button in centre of steering wheel), inspection lamp with cord, Bosch horn, spotlight, electr. direction indicator, electr. windscreen wiper. Weight of chassis: 23,6 cwt.

TYPE NÜRBURG

Straight "8" - Model 460 - Brake HP 80

R.A.C. Rating 31,7 HP



This Mercedes-Benz Eight-cylinder model is the most outstanding car in its class. It has been designed by the MERCEDES-BENZ works on basis of a 17 years experience in the building of eight-cylinder cars and is now supplied after having been subjected to the most exacting tests in which it has made a splendid showing. 20000 kilometers were covered in continuous driving on the Nürburg Ring day and night, during thirteen days, at an average speed of 64,5 km. and without the least decrease in performance. The riding qualities of this car are unexcelled. The starting torque, hill climbing ability, smooth riding and absence of noise have been improved beyond ordinary standards. Surprising speed may be obtained from this car on long trips without fatigue to either driver or passengers. The spring suspension is unusually comfortable and the car holds the road safely even at high speed and in curves. The smart body reveals most attractive lines and the interior appointments bespeak experience and discriminating taste. In this model, Mercedes-Benz offers an eight-cylinder car of unusual quality at a most favourable price.

The body models available on this chassis are: four/five seater enclosed-drive, a six/seven seater Pullman-Limousine, a four/five seater Coupé-Cabriolet and a six/seven seater open Touring car. All four/five seater bodies are supplied with a special short chassis of the Model 460 K.

TYPE NÜRBURG

Straight "8"

(The figures in brackets apply to model 460 K)



ENGINE: Cylinders: eight, bore 3.2", stroke 4.5", Maximum R.P.M.: 3200. Piston displacement 281 cu. in. Brake H.P. 80. Engine suspension in chassis: three-point suspension. Crankcase and cylinders: Crankcase lower half of light metal, upper half and cylinders in unit, of gray casting. Cylinder head: of gray casting, detachable. Crankshaft: of chrome nickel steel, nine bearings. Pistons: Nelson-Bohnalite. Camshaft: in upper half of crankcase, driven by crankshaft thru helical gears. Valves: L-head, on exhaust side of cylinder block, and operated from below. Ignition: Bosch generator, spark advance automatic and by lever on steering wheel. Carburetor: Solex. Heater valve in intake manifold. Air cleaner. Injection pump. Cooling system: Radiator, centrifugal pump at front end of cylinder block, fan. Lubrication: pressure lubrication, gear pump. Fuel tank: at rear end of chassis, capacity 90 litres (—20 gallons). Fuel pump on engine, reserve fuel switch.

CHASSIS: Overall length 17' ³/₄" (16' ²/₄"). Length available for body 9' ⁷/₄" (8' ¹⁰/₄"), wheelbase 12' ¹/₂" (11' ³/₄"), track 4' ¹⁰/₄" , maximum width with body 5' ¹¹/₄" , maximum height: 5' ¹¹/₄" (closed) and 5' ¹⁰/₄" (open). Road clearance 7" ³/₄" . Number of passengers: 6/7 (4/5). Transmission: Flange mounted to engine, with light metal housing, control lever in center, with locking. Four speeds forward and 1 reverse. Power tire pump. Clutch: Multiple disc type. Rear end drive: Universal joint, spiral bevel gears and differential gears, torque tube and ball. Rear axle ratio, normally: 1:5.3. Springs: Semi elliptic, shock absorbers, spring boots. Steering: on left side, worm and nut type. Brakes: Internal brakes, foot brake acting on all four wheels, hand brake on rear wheels only, servo suction brake. Lubrication: central automatic. Wheels: wooden wheels. Two spare wheels on eccentric carriers to right and left of engine hood. Tires: Balloon steel rope tires 6.50—20. Instrument board: tele-thermometer, eight-day clock, pneumatic fuel gauge, switch box, oil indicator, speedometer with mileage and day recorder, indirect lighting, socket for hand lamp, injection pump. Electrical equipment: Light generator, starter, storage battery, tail lamp, stop lamp, two large headlights, two sidelights (dimming by ring contact), "Zeiss" lights to choice against extra charge, inspection lamp, Bosch horn, spotlight, direction indicator, double windshield wiper. Weight of chassis: 22.6 (27,2) cwt.

SUPERCHARGER TYPE 630

Brake HP 100/140

R.A.C. Rating 32.9 HP

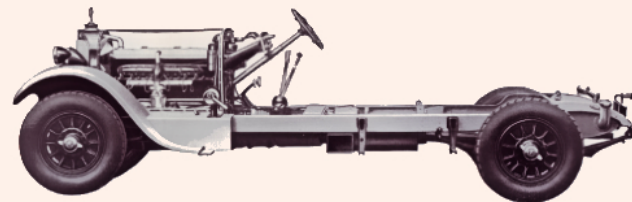


The Six-Liter MERCEDES-BENZ Supercharger model is a high powered car in a class all of its own and occupying, thanks to its special features, a unique position even among the quality cars of the world. In addition to the maximum of responsiveness, performance and riding qualities, always typical of this model, the compressor engine has a power reserve available instantly whenever required for supreme effort. This model may be regarded as combining two cars in one: a flexible, noiseless, distinguished city and travelling car for the exacting motorist, and a snappy, fast touring car for the world traveller. Wherever the best and the smartest automobiles are mentioned, this MERCEDES-BENZ Compressor model is referred to with special reverence. The thorough dependability such as is only found in a MERCEDES-BENZ product, combined with outstanding performance and refined appearance are the reasons why this model constitutes a class by itself.

The Six-Liter model is also available with the reinforced engine of our model "K", thus allowing an extremely high average speed with very comfortable 6/7 seater bodies for long distance travelling, further with a tastefully appointed custom built 5 seater body, a master piece of scientific coach building.



SUPERCHARGER TYPE 630



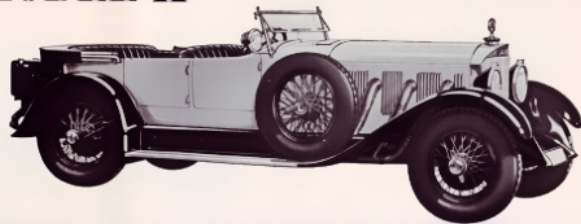
ENGINE: Cylinders: six, bore 3.7", stroke 5.9", Maximum R.P.M. 2800. Piston displacement 370 cu. in. Brake H.P. 100, with supercharger 140. Engine suspension in chassis: three-point suspension. Crankcase and cylinders: Crankcase lower half of light metal, upper half and cylinders in unit, of light metal, sleeves of gray casting. Cylinder head: of gray casting, detachable. Cylinder head cover: of light metal. Crankshaft: of chrome nickel steel, four bearings. Pistons: light metal. Camshaft: above cylinder head, operated by crankshaft thru venical intermediate shaft and helical gears. Valves: valve-in-head type. Supercharger: engaged by depressing accelerator pedal. Ignition: Bosch high tension magneto, advance by lever on steering wheel. Carburetor: Mercedes-Benz Special carburetor for supercharger, heater valve in intake manifold, injection pump. Cooling system: honeycomb radiator, slightly pointed, centrifugal pump, fan. Lubrication: pressure lubrication gear pump, distributor and fresh oil feed pump, visual oil level gauge. Fuel tank: at rear end of frame, capacity abt. 110 litres (24 1/2 gallons), fuel gauge, vacuum tank.

CHASSIS: Overall length 16' 8 1/4", length available for body 9' 6 7/16", wheelbase 12' 3 1/8", track 4' 8 1/16", maximum width with body 5' 9 1/16", maximum height: 6' 2 1/16" (open) and 6' 4 3/16" (closed), road clearance 8' 11 1/16". Number of passengers: six/seven. Transmission: Flange mounted to engine, with light metal housing, fork control lever in center, or on right, four speeds forward and 1 reverse. Power tire pump. Clutch: multiple disc type. Rear end drive: Universal joint, spiral bevel gears and differential gears, torque tube and ball. Rear axle ratio normally 1:4. Springs: Semi elliptic, front and rear shock absorbers. Steering: Right or left, worm and nut type. Brakes: Internal brakes, foot brake acting on all four wheels, hand brake on rear wheels only. Wheels: Wood or wire spoke wheels. Tires: S. S. medium pressure, 33x6.75. Instrument board: Speedometer with mileage recorder, switch plate, oil pressure gauge, eight-day clock, extensible inspection lamp, injection pump. Electrical equipment: Light generator, starter, storage battery, magneto, two headlights, two sidelights, tail lamp, Bosch horn (duotone). Weight of chassis: 30.6 cwt.

SUPERCHARGER MODEL K

Brake HP 110/160

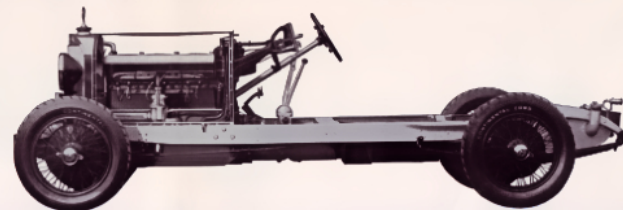
R.A.C. Rating 32,9 HP



This special model of the six-liter series is built by MERCEDES-BENZ for the owner-driver who makes long journeys in his car at a high average speed, and who is after the thrill of occasional top speed performance. The model "K" has a shorter wheelbase, a longer and more inclined steering column. In addition, the power of the engine has been increased so that the maximum speed of this model at normal ratio is about 145 km (abt. 90 miles) per hour. All the outstanding qualities of the famous MERCEDES-BENZ Six-Cylinder Compressor Model, such as amazing top performance, unbelievable acceleration, wonderful roadability, unusual braking efficiency, are available to an increased degree in this Special model. The fourpassenger body is snappy and smart looking, appointments show discriminating taste. Voluminous luggage may be carried along without difficulty. The model "K" has achieved most flattering successes in international reliability contests and sport events. Both at home and abroad, this model enjoys the preference of many internationally known owner-drivers. For really long journeys, this model has no equal in performance and dependability.



SUPERCHARGER MODEL K



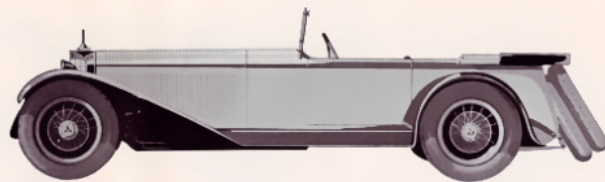
ENGINE: Cylinders: six, bore 3.7", stroke 5.9". Maximum R.P.M.: 3000. Piston displacement 379 cu. in. Brake H.P. 110, with supercharger 160. Engine suspension in chassis: three-point suspension. Crankcase and cylinders: Crankcase lower half of light metal, upper half and cylinders in unit, of light metal, sleeves of gray casting. Cylinder head: of gray casting, detachable. Cylinder head cover: of light metal. Crankshaft: of chrome nickel steel, four bearings. Pistons: light metal with surfaces of gray castings. Camshaft: above cylinder head operated by crankshaft thru vertical intermediate shaft and helical gears. Valves: vertical valve-in-head type. Supercharger: engaged by depressing accelerator pedal. Ignition: Bosch high tension magneto, two sets of spark plugs, spark advance by lever on steering wheel. Carburetor: Mercedes-Benz dual carburetor for supercharger. Heater valve in intake manifold, injection pump. Cooling system: Honeycomb radiator (slightly pointed), centrifugal pump, fan. Lubrication: pressure lubrication gear pump, distributor and fresh oil feed pump, visual oil level gauge. Fuel tank: at rear end of frame, capacity 140 litres (= 31 gallons), fuel gauge, vacuum tank.

CHASSIS: Overall length 15' 6⁷/₁₆", length available for body 8' 4³/₁₆". Wheelbase 11' 1¹/₄", track 4' 8³/₁₆", maximum width with body 5' 9⁵/₁₆". Road clearance 2¹¹/₁₆". Number of passengers: four. Transmission: Flange mounted to engine, with light metal housing, fork control lever, four speeds forward and 1 reverse. Power tire pump. Clutch: Multiple disc type. Rear end drive: Universal joint, spiral bevel gears and differential gears. Torque tube and ball. Rear axle ratio: 1:3.1:3.28 or 1:3.5. Springs: Semi elliptic, lever shock absorbers. Steering: left or right, strongly inclined column, worm and nut typ. Brakes: Internal brakes, especially large brake drums. Foot brake acting on all four wheels, hand brake on rear wheels only. Wheels: detachable wire spoke wheels with racing locks, two spare wheels. Tires: 33x5 high pressure or 33x6.75 medium pressure. Instrument board: Speedometer with mileage recorder, revolution indicator, tele-thermometer, eight-day clock, switch plate, oil pressure gauge, injection pump. Electrical equipment: Light generator, starter, storage battery, magneto, two headlights, two sidelights, extensible instrument lamp, tail light, Bosch horn (duotone). Weight of chassis: 29.6 cwt.

SUPERCHARGER MODEL SS

Brake 140/200

R.A.C. Rating 37.2 HP



In the sport Model "SS", MERCEDES-BENZ has created what must be regarded as the acme in automobile construction. What decades of experience in the design and manufacture of sport cars can give, and what the world renowned craftsmanship of the MERCEDES-BENZ works can render, has been brought to a supreme realisation in this model. Here is the car for those who drive and who go touring for the love of the sport. The superior performance, the unmatched top speed, the climbing ability and absolute reliability have earned for this model the reputation of being the world's fastest sport car. Evolved from our universally known compressor touring model, the Sport Model "SS" shows several changes in its design, necessitated by its different purpose. The snappy chassis lines are unmistakably those of a fast sport car. The frame is strongly curved at both ends with a view to obtaining an especially low gravity center which combined with the scientific distribution of weight and the high efficiency of the brakes make this car unusually safe. Long semi-elliptic springs overslung in front and underslung in the rear, assure smooth driving regardless of road condition.

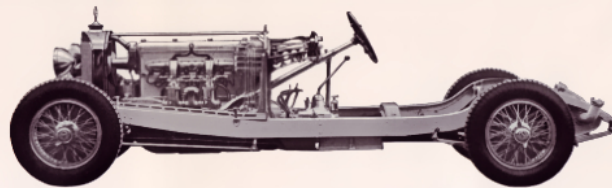
The engine shows the neat lines of the regular Compressor Touring model, differing in details only. Thus the cylinder displacement has been raised to 429 cu. in. and there are two special carburetors, a stronger compressor and dual ignition (magneto and battery). The engine speed, however, despite the considerable increase in power does not exceed 3200 R.P.M. and generally this engine is unusually strong, sturdy and reliable in contrast with the highly delicate nature of the usual sport engine. It is precisely because of its sturdiness and lasting qualities that this engine has achieved such successes in endurance tests.

Left or right hand drive are optional. The four speed transmission is operated by a ball lever located in the center of the driving compartment. Special four wheel brakes of positive action. Revolutions and heat indicator (tele-thermometer) on the instrument board, lengthened filler tube on the fuel tank and other refinements are provided, to render the handling of the car as convenient as possible to its owner.

The Compressor Sport model with SS engine is available also with a shortened wheelbase, known as model "SSK". Due to its lighter weight, this model has even greater pick-up and speed than the model "SS" and, on account of the shortened wheelbase, it is easier to handle. This model is especially suited for the owner-driver wishing to participate in races in the mountains or on level roads or in endurance contests, classified among racing cars. In the season of 1929, the superiority of this model has again been proven in the Tourist Trophy Race near Belfast in Ireland, in which Rudolph Caracciola established new records against the most formidable international competition.

SUPERCHARGER MODEL SS

(The figures in brackets are for the short model "SSK")



ENGINE: Cylinders: six, bore 3.9", stroke 5.9". Maximum R.P.M.: 3200. Piston displacement 429 cu. in. Brake HP: 140, with supercharger 200. Engine suspension in chassis: three-point suspension. Crankcase and cylinders: Crankcase lower half of light metal, upper half and cylinders in unit, of light metal, cylinder walls of gray casting. Cylinder head: of gray casting, detachable. Cylinder head cover: of light metal. Crankshaft: of chrome nickel steel, four bearings. Pistons: light metal. Camshaft: above cylinder head operated by crankshaft thru vertical intermediate shaft and helical gears. Valves: vertical valve-in-head type. Supercharger: engaged by depressing accelerator pedal. Ignition: Bosch high tension magneto ignition combined with battery ignition, two sets of spark plugs, spark advance by lever on steering wheel. Carburetor: Mercedes-Benz dual carburetor for supercharger, adjustable heater valve in intake manifold, injection pump. Cooling system: honeycomb radiator, slightly pointed, centrifugal pump, fan. Lubrication: pressure lubrication, gear pump, distributor and fresh oil feed pump, visual oil level gauge. Fuel tank: at rear end of frame, capacity 120 litres (= 27 gallons), vacuum tank.

CHASSIS: Overall length 15' 5 1/4" (13' 11 7/16"), length available for body 7' 6 7/16", (6' 13/16"), wheelbase 11' 1 7/8" (9' 8 3/8") track 4' 7 7/8", maximum width with body 5' 6 13/16". Road clearance 5.9". Number of passengers: four (two). Transmission: Flange mounted to engine, with light metal housing, control lever in center, locking. Four speeds forward and 1 reverse. Clutch: Multiple disc type. Rear end drive: Universal joint, spiral bevel gears and differential gears. Torque tube and ball. Rear axle ratio: 1: 2.5, 1: 2.76 or 1: 3.09. Springs: Semi elliptic, lever shock absorbers. Steering: left or right, strongly inclined steering column, worm and nut type. Brakes: Internal brakes, especially large brake drums. Foot brake acting on all four wheels, hand brake on rear wheels only. Wheels: detachable wire spoke wheels with racing locks, spare wheel over fuel tank at rear end, tires: 6.50—20 for touring purposes, 30x5 special in front and 7—20 in rear for racing purposes. Instrument board: Speedometer with mileage recorder, revolution indicator, tele-thermometer, eight-day clock, switch plate, pneumatic fuel gauge, oil pressure gauge, injection pump. Electrical equipment: Light generator, starter, storage battery, two headlights with Bilux bulbs, two lights on dashboard, tail lamp, Bosch horn (duotone), socket for inspection lamp. Weight of chassis: 25 (24) cwt.

PRINCIPAL SPECIFICATIONS OF MERCEDES-BENZ TYPES

Type	200 2 Litres	260 2.6 Litres	350 3.5 Litres	460 4.6 Litres	630 6 Litres	K 6 Litres	SS 7.1 Litres
Brake	HP						
Cylinders	6	6	6	8	6	6	6
Bore in.	2.6	2.9	3.2	3.2	3.7	3.7	3.9
Stroke	3.9	3.9	4.5	4.5	5.9	5.9	5.9
Piston displacement cu. in.	121	157	210	281	379	379	429
R.P.M. maximum	3100	3100	3200	3200	2800	3000	3200
Engine type	"L"-head engine				valve-in-head engine		
Speeds forward and reverse	3/1	3/1	3/1	4/1	4/1	4/1	4/1
Shift type	ball				fork		ball
Shift lever	in center				right side or center		center
Wheelbase ft. in.	9—2 ³ / ₈	9—2 ³ / ₈	10—6	12— ¹ / ₂ (11—3 ¹ / ₁₆)	12—3 ⁵ / ₁₆	11—1 ⁷ / ₈	11—1 ⁷ / ₈ (9—8 ¹ / ₁₆)
Track ft. in.	4—7 ⁷ / ₈	4—7 ⁷ / ₈	4—7 ⁷ / ₈	4—10 ¹ / ₂	4—8 ⁵ / ₁₆	4—8 ⁵ / ₁₆	4—7 ⁷ / ₈
Road clearance in.	7.5	7.5	7.5	7 ³ / ₄	8 ¹¹ / ₁₆	8 ¹¹ / ₁₆	5.9
Length available for body . . ft. in.	7—8 ¹ / ₂	7—8 ¹ / ₂	8—8 ⁵ / ₁₆	9—7 ³ / ₄ (8—10 ¹ / ₁₆)	9—6 ³ / ₁₆	8—4 ³ / ₈	7—6 ³ / ₁₆ (6— ¹¹ / ₁₆)
Overall length ft. in.	13—3 ⁷ / ₈	13—3 ⁷ / ₈	16—7	17— ³ / ₄ (16—2 ⁷ / ₈)	16—8 ¹ / ₄	15—6 ¹ / ₁₆	15—5 ¹ / ₁₆ (13—11 ¹ / ₁₆)
Maximum width ft. in.	5—6 ¹ / ₈	5—6 ¹ / ₈	5—7 ⁵ / ₁₆	5—11 ⁵ / ₈	5—9 ³ / ₁₆	5—9 ³ / ₁₆	5—6 ¹³ / ₁₆
Maximum height { open . . . in.	5—8 ⁷ / ₈	5—8 ⁷ / ₈	5—9 ⁵ / ₁₆	5—10 ¹ / ₂	6—2 ¹¹ / ₁₆	6— ¹¹ / ₁₆	5—6 ¹³ / ₁₆
{ closed . . . in.	5—10 ³ / ₄	5—10 ³ / ₄	5—10 ³ / ₁₆	5—11 ⁵ / ₈	6—4 ¹ / ₄	—	—
Passenger capacity	4/5	4/5	6	6/7	6/7	4	4 (2)
Chassis weight cwt.	16.7	17.7	23.6	22.6 (27.2)	30.6	29.6	25 (24)
Tire equipment	5.25—20	5.25—20	5.50—20	6.50—20	33×6.75	33×6.75	6.50—20
					or 33×5		for racing 30×5 front, 7—20 rear

Details subject to change without notice.

¹) with supercharger. The figures between brackets are for Type 460 K and SSK respectively.

DAIMLER - BENZ A.G.
Stuttgart-Untertürkheim

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